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NOTED CONFEDERATE LEADER PASSES AWAY

Captain William A. Fuller, Famous in Connection With Historic Engine "General" in the Spring of 1862, Died in Atlanta.

GRAPHIC STORY OF ONE OF THE MOST NOTED EPISODES OF THE WAR BETWEEN THE STATES IN WHICH CAPT. FULLER TOOK A PROMINENT PART.

Captain William Allen Fuller, a prominent pioneer citizen of Atlanta and former conductor for the state road, who made himself famous during the war between the states by recapturing the historic engine "General" and causing the execution of James W. Andrews and his raiders, passed away this morning at 3:25 o'clock at his late residence, 337 Washington street, says the Atlanta News of Thursday.

The death of this distinguished citizen and patriot of the Confederacy was caused by a malady of cardiac character, and he passed away after five weeks' illness. When he died he was surrounded by the members of his family and his physicians. His demise was peacefully and serene and no suffering was exhibited save that produced by the disease which brought about death.

History of the Recapture. Captain Fuller, as conductor, took part in the following graphic story of the recapture of the Confederate engine "General."

In 1862 the Confederate line of defense extended from Richmond, Va., to Corinth, Miss. The line of railroad ran from Memphis to Richmond through Chattanooga to Atlanta and connected with divergent lines to Charleston, Savannah, Montgomery, Mobile and New Orleans.

Captain Andrews in command of a body of federal troops planned to destroy several bridges, cutting off communication between Chattanooga and the south, leaving Chattanooga an easy prey to the Union army.

A little company of twenty-one responded to the call of Andrews and a meeting for explanation of the details was held in the woods near Shelbyville, Tenn., April 7, 1862. After this the men broke up into squads of three or four and made their way through the Confederate lines to Marietta, Ga., to meet Andrews.

Nineteen of the men, two of them getting left, boarded a Western and Atlantic train at Marietta. Their real identity was disguised. The train consisted of three coaches. The

thirteen spies for the Federal forces immediately scattered themselves throughout the train. When Big Shanty, which is seven miles north of Marietta, was reached the flagman cried out: "Big Shanty! Twenty minutes for breakfast!" Every member of the train crew, most of the passengers save the spies together with Captain Andrews, alighted.

Andrews quietly directed Engineer Knight to uncouple the train back of the empty freight cars, thus providing quarters for his party without alarming the passengers. Then, as if he were conductor of the train, Andrews loaded the empty cars with his men. This done, Andrews, William Knight, Wilson and Brown all Federalists, mounted the engine and rolled away.

Engine Bell Rang. One precaution, however, was omitted. He failed to cut in twain the bell cord. When the engine pulled away with the box cars the cord snapped and the engine bell rang aloud. But they were off!

Along the way they tore up rails and cut telegraph wires. According to Andrews' calculations there was only one train likely to give him trouble—the south-bound local freight—which he knew, might be met at any point between Big Shanty and Kingston. He placed a red flag to indicate that another train was following. This was done to assist him in explanations that might be demanded because he was running out of schedule time.

This train, belonging to the Confederates, in the hands of enemies, pulled through Mocha Station, where tools were taken from workmen with which to tear up rails. The train passed through Acworth, Altoona, Tunnel Hill, and finally Ringgold, where the "General" was recaptured.

Captain Fuller Gives Chase. As soon as the bell rang, Captain Fuller and his men were exiting. He looked from the window and saw the "General" moving away. Jumping from his chair, he pursued the enemy on foot for 2 1/2 miles, accompanied by Arthur Murphy, master mechanic of the Western and Atlantic railroad, now living in Atlanta, and one of the surviving members of his crew, and Jeff Cain, engineer. Beforehand he dispatched William Kennedy on horseback to Marietta to notify the Atlanta office.

Reaching Mocha Station on foot,

Captain Fuller met Jack Bond, former of a road gang, from whom he learned that the fugitive train had passed there, carrying about twenty-five people.

Chased on Handcar. Captain Fuller, obtaining an old-time handcar, propelled by poles, ran this car back to gather up Murphy and Cain, whom he had outsped and left behind. Then they started on the run after the spies—Fuller with a handcar and the Yankees with one of the best engines in service. The Yankees were running at the rate of twenty miles an hour.

Captain Andrews and his raiders succeeded in passing every road agent by telling them that he and his men were Confederates and had orders to carry some powder to General Beauregard, who was stationed to the north. At every place where it was possible to do so wires were cut down to prevent communication and the rails were torn up to prevent pursuit.

Captain Fuller, with his poor vehicle, but with every pulse of his heart beating rapidly with patriotism, made super-human efforts to capture the engine.

Chase on the "Texas." After he had gone several miles up the road he secured another engine "Texas" which had passed Andrews and his raiders, and continued pursuit with this.

Captain Fuller and his men boarded the "Texas" and went on at a more equal pursuit of the spies. For miles he and the enemy ran on, but the "Texas" as if by magic, gained gradually. Captain Andrews two or three times stopped to get wood for the "General" and to scatter destruction in his path. These were fatal mistakes.

When Ringgold was reached, Captain Andrews was compelled to stop and replenish his engine with wood and water. It had become so exhausted and refused to go further without a good supply of fuel. After restlessness and excitedly trying to make the "General" move on, he and his party were thunderstruck by a shrill whistle from the "Texas" as it bounded around a curve in full view of Captain Andrews and his men. Not before this time did Captain Andrews actually know that he was being pursued.

Tried a Collision. As a last resort, Andrews and his raiders resolved the idea of reversing the "General" and causing it to meet the oncoming "Texas" but the latter engine still refused to move.

All hope was gone. Captain Andrews and his men jumped from their engine and fled to the woods. They almost reached the Federal lines, but were captured in various places, including the two who were left at Marietta. Eight were executed in Atlanta, including Captain Andrews, eight escaped from prison and six were exchanged. The eight were hanged near Oakfield cemetery and Captain Andrews met his fate at Peachtree road about two miles out

INVESTIGATION OF STANDARD OIL CO.

May Be the Next Move in the Administration Anti-Trust Campaign.

The recent mysterious visit to Washington of Joseph D. Keating, United States district attorney for Indiana, and his long conferences with the Department of Justice, have given rise, in connection with reports and developments lately, to the strong belief that the administration is getting ready for the greatest anti-trust campaign it has yet undertaken, and that no less respectable an antagonist than the Standard Oil Company is to be the object of attack, says the Washington Post.

Mr. Keating spent most of two days in conference with the department, concerning a purpose of which both he and the department have been absolutely uncommunicative. It is known that the business concerned some matter of the first importance, and that nothing will be officially known about it until a formal statement is made on the subject, which is expected before long.

Other Mysterious Missions. Several other district attorneys from middle western districts have lately visited Washington, on missions of like mystery and importance. It is known that Commissioner of Corporations Garfield has been in some of these conferences, and this fact is pointed to as one of the substantial reasons for the belief that the business in hand relates to the Standard Oil.

Mr. Garfield had been for many months engaged in an investigation of the Standard Oil Company, its operations and methods. Concerning the results of this investigation, there has been much inquiry and little satisfaction. There has even been strong suggestion, since congress opened its session, of calling, by resolution, for the Commissioner's report on what he has been doing.

But the evidence now at hand indicates that the Department of Justice is getting ready to make use of the facts which the Garfield investigation has placed in its possession. In that event there will doubtless be no publication of these facts until after their usefulness for purposes of legal proceedings has been exhausted.

Payment of Rebates. Not only is there a strong impression that the Garfield inquiry developed some important facts concerning the payment of rebates to the Standard Oil Company or its subsidiary companies, even since the Elkins acts has been in effect, but other lines of investigation have made certain that the great Rockefeller concern has been enjoying remarkable favor in the matter of railroad discrimination. Thus, the Interstate Commerce Commission a few weeks ago decided a case, following an investigation of rates on oil from the south to the north, and from the north to the south.

Northern oil is chiefly Standard product; southern oil is in the main not Standard. It was brought out that the case on northern oil going south was just about half the rate on southern oil going north. The same railroad between the same destinations, were shown to be charging almost twice as much for hauling non-Standard oil from the southern fields to northern markets, that they were charging for carrying the Standard's goods from northern points to southern markets.

Other Favoritisms Charged. The interstate commission promptly ordered that this discrimination must cease. But there are many other related instances of similar favoritism even in the published tariffs, while the possibilities of rebates and drawbacks and commissions and allowances for use of private cars are almost unlimited.

Report has it that a series of prosecutions is to be started in a number of states, with railroads and the Standard Oil Company as joint defendants, to stop these practices. It is expected that some definite steps will be taken in a public way in the near future, as the preliminary work is understood to be about completed.

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from the central section of Atlanta. At Ringgold, a monument has been erected to mark the spot of the recapture of the "General." On the monument is a tablet giving data as to the attempt to steal the engine. Another monument was erected in the city of Chattanooga in memory of the recapture of the "General."

Randall W. McBryde who has written the "Historic General" classes Andrews as a hero who will live in history. Andrews would have followed a school teaching if he could have resigned a position but, failing, entered the ranks of the Union Army. By bravery of congress each of the survivors of the famous raid were presented medals for heroism. These were the first medals awarded for bravery by congress after the civil war.

"General" is Now in Chattanooga. The "General" now stands in the town down at Chattanooga as it appeared in the days of '62. It was on exhibition at the Centennial Fair at Chicago in 1893, in Atlanta in 1895, and at St. Louis in 1904.



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NO ACTION TAKEN IN LEASE OF CONVICTS

County Commissioners Met and Talked, But Deferred Action Upon Question.

No action was taken by the County Commissioners last night at their special meeting relative to the leasing of the county convicts and there was but little done at the meeting with the exception of discussing this question.

Mr. McLin, representing the S. A. Rawls Co., was present and said he stood ready to make an offer to the board for the lease of all prisoners and guaranteed that if such was done the county prisoners would be given the same treatment as those leased by the state.

It was shown that at present the cost of working the convicts upon the roads amounted to about \$800.00 per month. In fact the total cost would average about \$300 per month. It was estimated that \$240 per month could be secured for the lease of the convicts thus making a total of over \$1,100 which could be expended by the county each month in employing free labor on the roads.

The matter was discussed at some length, the commissioners even going into executive session, but it was afterwards announced that no definite action had been taken, the matter going over to the next meeting.

The board decided to make a trip next Tuesday along the route of the proposed electric railway to Flomaton, for which a right of way has been asked.

The Antiquity of Football. If it is not the oldest game in the world football is not far from it. But it has never been a game in which punts played. The Greek game was originally called pheudoia, or feinting, later it was called episkuros, epikoinos, and lastly harpaston, under which name it came to resemble football. The Roman game was follis and was less rough. There was a center runner in harpaston, around whom the game was fought out. One side was given the ball; the other side chose a center. The side with the ball stood some distance back from a line on which the center runner was posted, and at signal the ball was thrown past the middle man. Players could be held back from securing the ball in any way, though the Greek youths had no rush formation, never seeming to have learned the value of team work.—Outing.

Acute Sense of Hearing. "Yes," said the prosperous lawyer in speaking to a friend, "I had a long wait before I got any practice, but I am certainly satisfied now with my profession and its emoluments." "The early days, the waiting for clients, was hard, though. Why, do you know that I got so after awhile that when I heard a footstep on the stairs I could tell ninety-nine times out of a hundred whether or not the person was coming to my office?" "Well, that is strange," replied his friend. "Your sense of hearing must have been very acute." "Not so much that," replied the lawyer. "You see, I made up my mind that they were not coming to my office, and ninety-nine times out of a hundred I was right."

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AN INSURANCE COMPANY THAT ESCAPED.

Read what the New York Herald says of the investigation of the Home Life Insurance Company. The Herald of Dec. 10, said:

Mr. Hughes practically finished his inquiry into the affairs of the Home Life Insurance Company, of this city without having found anything scandalous in connection with its affairs. So much could hardly have been said of any other company that has come under his scrutiny. His inquiry was no less searching than heretofore, but the officers of this company apparently survived it unscathed.

George E. Ide, president of the company, testified that his company deals with no particular brokerage house, has joint accounts with no banker or broker, has no investment exceeding \$10,000 in any trust company or bank and that neither his company nor any of its officers has ever taken part in syndicate participations.

During nearly twenty years the company's surplus has not been largely increased. The witness explained this by the statement that he thought the surplus sufficiently large in proportion to the company's assets and believed the policy holders should share in any excess. The excess in the company's earnings from year to year had, therefore, been credited regularly in the shape of dividends to the policy holders.

When Mr. Mr. Hughes asked the witness to tell him frankly if he was seeking life insurance whether he would advise him to take out a deferred dividend or an annual dividend policy, Mr. Ide said he would distinctly advise the deferred dividend policy "provided an annual accounting was offered." Otherwise, he said he would not so advise. As stated by the Herald yesterday, the Armstrong committee is likely to urge legislation making some such accounting obligatory upon all companies dealing in deferred dividend policies.

Mr. Ide said he knew of no other New York company which makes an annual accounting on deferred dividends, such as the Home Life has maintained for twenty years.

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